# GOVERNMENT OF CANADA

CANADA

## RADIOTELEGRAPH SERVICE

ADMINISTERED BY

DEPARTMENT OF NATIONAL DEFENCE—OTTAWA, CANADA

CLASSES OF SERVICE

DAY MESSAGES
DAY LETTERS
NIGHT MESSAGES
NIGHT LETTERS

TELEGRAPH, CABLE AND RADIO CONNECTIONS TO ALL PARTS OF THE WORLD

| NUMBER | SENT TO | SENT BY | REC'D BY | TIME SENT | TIME FILED | CHECK |
|---|---|---|---|---|---|---|
| | | | | | | |

SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON THE BACK HEREOF:

CAPT. O.J. WILLIAMS,
MANAGER, B.C.C.S.,
CANADIAN PACIFIC RAILWAY,
VICTORIA, B.C.

WHITEHORSE, Y.T.
SEPT. 2, 1954

RETEL M-23 ALASKA PRINCE DUPLICATES OF BILLING COVERING DOCKAGE WATER BEING FORWARDED NOT PAID YET STOP CUSTOMS PAID BY SHIP'S MASTER TO CUSTOMS.

C.J. ROGERS, JR.

CONFIRMATION

N.D.—G.F. 4
4M PADS OF 100—9-53 (M-7022-143)
H.Q. 4501-581/0

## CONDITIONS UNDER WHICH MESSAGES ARE ACCEPTED FOR TRANSMISSION BY CANADIAN GOVERNMENT RADIO TELEGRAPH SERVICE ADMINISTERED BY DEPT. OF NATIONAL DEFENCE

(1) Unless otherwise indicated on its face, this is an unrepeated message, and paid for as such. (Note—To guard against mistakes or delays, the sender of the message may order it repeated; that is, telegraphed back for comparison with the "sent" copy. For this repetition an extra charge is made of one-half of the unrepeated message rate.)

(2) It is agreed by the sender of this message that neither the Government of Canada (hereinafter referred to as the Department) nor its connections shall be liable for mistakes or delay in transmission or delivery, nor for non-delivery of any unrepeated message beyond the amount of the tolls collected for transmission; and that neither the Department nor its connections shall be liable for mistakes in the transmission or delivery, nor for delay or non-delivery of any repeated message beyond the extra sum collected from the sender for repeating such message. It is further agreed by the sender that neither the Department nor its connections shall be liable in any case for delay arising from unavoidable interruption in their service, or for errors in cipher or obscure messages.

(3) No responsibility attaches to the Department or its connections concerning a message until the same has been accepted at a transmitting office of the Department; if a message is sent to such office by one of the messengers of the Department, such message acts for that purpose as the agent of the sender.

(4) Neither the Department nor its connections shall be liable for damages or statutory penalties (if any) in any case where the claim is not presented in writing to the Minister of National Defence within sixty days after the message was filed for transmission.

(5) The Department or one of its connections is hereby made the agent of the sender.

(6) No employee of the Department or of its connections is authorized to vary the foregoing.

CD 2X

# CANADIAN PACIFIC TELEGRAPHS

*World Wide Communications*

| CLASSES OF SERVICE | |
|---|---|
| Full Rate | |
| Day Letter | |
| Night Message | |
| Night Letter | |
| PLACE X OPPOSITE SERVICE DESIRED | |

W. D. NEIL, GENERAL MANAGER, MONTREAL

| ACCOUNTING REFERENCE | CHECK | TIME FILED |
|---|---|---|
| | | K 11.45 AM. |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to.*

Room 102 Vancouver Depot,
Vancouver, B.C.
July 26th., 1954

E. J. Marsh,
Accountant,
B. C. Coast Service,
Canadian Pacific Railway Co.,
Victoria, B.C.

G. C. Brooks advises Revenue for Alaska Prince leaving Vancouver June fourth Ten thousand five hundred eighteen dollars thirty cents stop

F. G. Davies,
Auditor Joint Accountant

CONFIRMATION only.

FGD/d

J. E. PERRAULT, Assistant General Manager, Montreal, Que.

L. E. RAMSON, General Superintendent, Montreal, Que.
L. W. NEALE, Superintendent, Sudbury, Ont.
L. A. RAYMOND, Superintendent, Toronto, Ont.
A. E. EMERY, Superintendent, Montreal, Que.
D. LESLIE, Superintendent, Saint John, N.B.
P. G. McLEAN, General Superintendent, Winnipeg, Man.
R. V. TOMBE, Superintendent, Vancouver, B.C.
T. H. HOLMES, Superintendent, Calgary, Alta.
D. N. MACLEOD, Superintendent, Moose Jaw, Sask.
E. ELSEY, Superintendent, Winnipeg, Man.

**TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE PRESCRIBED BY ORDER No. 49274 DATED DECEMBER 5th, 1932, OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, AND PUBLISHED IN THE CANADA GAZETTE.**

It is agreed between the sender of the message, on the face of this form and this Company, that said Company shall not be liable for damages arising from failure to transmit or deliver, or for any error in the transmission or delivery of any unrepeated telegram, whether happening from negligence of its servants or otherwise, or for delays from interruptions in the working of its lines, for errors in cypher or obscure messages, or for errors from illegible writing, beyond the amount received for sending the same.

To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate, and in that case the Company shall be liable for damages, suffered by the sender to an extent not exceeding $200, due to the negligence of the Company in the transmission or delivery of the telegram.

Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance.

This Company shall not be liable for the act or omission of any other Company, but will endeavor to forward the telegram by any other Telegraph Company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The Company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers he acts for that purpose as the sender's agent; if by telephone the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission.

No employee of the Company shall vary the foregoing.

## CLASSES OF SERVICE

### [illegible]

A full-rate expedited service.

### NIGHT TELEGRAM

Accepted up to 2 a.m. at reduced rates, to be sent during the night and delivered on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays.

### DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the ten-word day telegram rate for the transmission of 50 words or less, and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Day letters may be forwarded by the Company as a deferred service, and the transmission and delivery of such Day Letters are, in all respects, subordinate to the priority of transmission and delivery of full-rate telegrams.

Day Letters may be delivered by the Company by telephoning the same to the addressees and such deliveries shall be a complete discharge of the obligation of the Company to deliver.

Day Letters are received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of full-rate telegrams under the conditions named above.

### NIGHT LETTERS

Accepted up to 2 a.m. for delivery on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays, at rates still lower than its standard night telegram rates as follows: The standard day rate for 10 words for the transmission of 50 words or less and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Night Letters may, at the option of the Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

FORM 102 PRINTED IN CANADA

# CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM

Room 102 Vancouver Depot,
Vancouver, B. C.

July 26th., 1954.

E. J. Marsh Esq.,
Accountant,
B. C. Coast Service,
Canadian Pacific Railway Co.,
Victoria, B.C.

Dear Sir:- - "Alaska Prince" -

Confirming my telegram this date re the above vessel.

Revenue as follows.

| | Month | Revenue |
|---|---|---|
| Whitehorse, Y.T. to Vancouver Whf. ) W/B S.113 Taken to account June 22, 1954) | June /54 | $ 5,633.00 |
| Vancouver Whf. to Skagway, Alaska ) W/B 66618. To account Skagway June 14 period) Sailing from Vancouver June 4th., 1954 ) | June /54 | 115.94 |
| Vancouver Wharf to Whitehorse, Y.T. Stations ) W/B W10861 to W10911 inc. Reported by W.P.Y R.) June a/c Arrived Skagway June 9th. 1954 ) | June /54 | 4,120.43 |
| Vancouver Wharf. to Glacier, Alaska ) W/B W.10905 June 4/54 W.P.& Y Acct. June/54 ) arrived Skagway, Alaska, June 9th.,1954 ) | June /54 | 648.93 |
| | TOTAL | $10,518.30 |

Yours truly,

F. G. Davies,

F. G. Davies

~~Auditor & Joint~~ Accountant,

FGD)d

FORM 101

# CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM May 19th, 1954

File 14060-D

Captain H.J.C. Terry,
Northland Navigation,
2285 Commissioner Street,
Vancouver, B.C.

Alaska Prince ex Van June 4
at Skag June 9

Dear Sir:

With reference to our conversations of today's date, regarding your vessel "Alaska Prince" making two trips from Vancouver to Skagway and return, replacing the Union Steamship vessel "Cassiar".

The m.v. "Skagerak" left Vancouver on May 17th, and is expected to arrive in Skagway noon of May 21st. The loading of the vessel may take a week or perhaps a little longer.

The "Princess Louise" will arrive in Skagway on May 26th and will leave there May 27th. Owing to a shortage of longshoremen in Skagway, and as the "Skagerak" will be loading three hatches, it is anticipated that there will be a shortage of longshore help to load your vessel until at least May 29th. It would therefore be to your advantage to defer the departure until May 25th or a day or two later; otherwise your vessel may be idle at Skagway for several days, which would, of course, result in your having to bear the expense of maintaining the vessel at that port for a longer period than she would normally be there. Please let me know by return mail if you still wish the vessel to leave on May 21st, or if you would like to have the sailing deferred until May 25th or 26th.

FORM 101

# CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM May 19th,1954

File: 14060-D

Captain H.J.C. Terry .2.

It is to be understood that your Company will receive the established division out of the through rates as published in the Pacific & Arctic Railway & Navigation Company Tariff G.F.O. #760, as published in Canadian Pacific Railway General Division Sheet # W12N. The above proportion accruing to your Company between British Columbia ports and Skagway, Alaska includes ship's tackle delivery to dock or open freight car on Northbound cargo, and ship's tackle acceptance from dock or open freight car on Southbound cargo.

Cargo assembled for these two Northbound voyages will require to be loaded at the Canadian Pacific Railway Company's dock, or as specified by our Company, and the Southbound cargo tonnage of concentrates to be discharged at the West Indies dock, North Vancouver, B.C. The usual port charges covering berthing, wharfage, etc., will be for your account.

All the cargo handled both Northbound and Southbound will be on Canadian Pacific Bills of Lading. There will be a certain amount of office expense involved in the Vancouver Wharf Freight Office, covering billing, rating, etc., of the cargo, and the Vancouver Wharf Freight Agent will bill your Company for the actual cost of such billing.

FORM 101

# CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM May 19th,1954

File: 14068

Captain H.J.C. Terry .3.

The White Pass & Yukon Route, who act as Agents for our Company at Skagway, charge us for our proportion of maintaining the office and other incidental work performed there on our behalf, and your proportion of such charges would be $100.00 for each trip, or a total of $200.00.

Inasmuch as it was first contemplated your vessel "Alaska Prince" would leave Vancouver on May 21st on the first voyage, and June 11th on the second voyage, it will be necessary to defer the departure of the second voyage for a few days. Please let me know as soon as possible the date you will have the vessel available in June to make the second trip.

I would like to state that while it is anticipated there will be 700 tons of concentrates available for your first voyage Southbound, this of course depends entirely as to whether or not the rivers are free of ice to permit the movement by ferries from Elsa, Y.T.

Yours truly,

cc: E.J.Marsh, Esq.,
Accountant, Victoria,B.C.

Manager.

Assistant to Manager.